

25X1

This is UNEVALUATED
Information

INFORMATION REPORT INFORMATION REPORT

CENTRAL INTELLIGENCE AGENCY

25X1

This material contains information affecting the National Defense of the United States within the meaning of the Espionage Laws, Title 18, U.S.C. Secs. 793 and 794, the transmission or revelation of which in any manner to an unauthorized person is prohibited by law.

S-E-C-R-E-T
NOFORN

COUNTRY	Czechoslovakia/Poland	REPORT	
SUBJECT	Czechoslovak Elbe-Oder Navigation (CSFLO), Oder Branch	DATE DISTR.	19 July 1955
		NO. OF PAGES	3
DATE OF INFO.		REQUIREMENT NO.	RD
PLACE ACQUIRED		REFERENCES	
DATE ACQUIRED			

SOURCE EVALUATIONS ARE DEFINITIVE. APPRAISAL OF CONTENT IS TENTATIVE.

1. Organization

25X1

a. The general management of the CSFLO (Ceskoslovenska plavba labsko-oderska-- Czechoslovak Elbe-Oder Navigation) is at Masarykovo nabrezi 4, Prague II.¹ The manager is Miroslav Sodek

b. The manager of Elbe Shipping is (fnu) Kysela

25X1

c. The manager of the Oder Branch is Josef Arabas

2. Financial Position of the Oder Branch

a. The branch management is at Kozle Port, Kozle (Cosel), and all aspects of the shipping business are directed from here.

25X1

b. The operation is unprofitable. In 1952 it had a loss of 75,000,000 crowns which increased to 95,000,000 crowns in 1953. The deficit is expected to be still larger in 1954.

c. This financial loss is due to poor organization. In addition, the shortage of skilled personnel causes considerable damage to the ships, and the scarcity of materials for repairs and poor maintenance are responsible for the poor condition of ships. The order to fulfill the plan forces ships to sail regardless of condition, and they are used till they break up. Repairs then cost a great deal and are one cause of the financial deficit.

25X1

25X1

d. It often happens that Czech boats are out of order, and Polish or German barges, which are very expensive, are hired. The average rent for 1 HP is one zloty per hour.

25X1

S-E-C-R-E-T
NOFORN

25X1

STATE	X	ARMY	X	NAVY	X	AIR	X	FBI		AEC									
-------	---	------	---	------	---	-----	---	-----	--	-----	--	--	--	--	--	--	--	--	--

(Note: Washington distribution indicated by "X"; Field distribution by "#")

INFORMATION REPORT INFORMATION REPORT

25X1

S-E-C-R-E-T

NOFORN

- 2 -

25X1

- e. In 1954, the management of the Oder Branch resorted to a campaign aimed at withdrawing the allowance for service abroad, which amounted to 35 zlotys per day (see paragraph 6).
3. The Oder is navigable from Kozle Port (90 km. mark) for a stretch of 600 km. to Szczecin (Stettin). The voyage to Szczecin takes an average of 14 days. Normal sailing is possible with a depth of water of 1.65 meters.
4. Shipping Craft of the Oder branch
- a. Barges: The Oder Branch has 52 barges, mostly of new Czechoslovak and Dutch manufacture. One is 300 tons, four are 600 tons, and the rest are 500 tons. In spite of the fact that the barges are new and the cabins have very modern equipment, many of them are ~~damaged, since the Polish crews steal everything.~~
- b. Steamships: PRADED, 750 HP, paddle steamer, about 50 years old, modernized. PREROV, 500 HP, screw-steamer, OSTRAVA, 500 HP, screw-steamer, BOHUMIN, 300 HP, OPAVA, 300 HP, screw-steamer, VITKOVICE, 300 HP, screw-steamer, KARVINA, 150 HP, screw-steamer
- c. Diesel boats: HANA, 250 HP, screw-driven, Usti nad Labem, 1950. BECVA, 250 HP, screw-driven, Usti nad Labem. OSTRAVA, 250 HP, screw-driven, Usti nad Labem.
- d. Paddle steamers: MOSKVA, 700 HP, stern wheeler, about 50 years old. SNEZKA, 650 HP, stern wheeler, about 50 years old. LIBEN, 450 HP, stern wheeler, Prague-Liben, about 50 years old. TROJA, 450 HP, stern wheeler, Prague-Liben, about 50 years old. RIP, 300 HP, stern wheeler, about 60 years old.
4. The Oder Branch of the CSPIO employs about 300 navigating personnel, 175 of whom are on the barges and 120 on steamships. Thirty-two people are employed in the offices, including navigation inspectors. There is a technical staff of 8-10 men. About 20 of the total employees are of Czechoslovak nationality, and four are German (the crew of the steamship KARVINA). The rest are Poles, and Silesians (a mixture of Germans and Poles).
6. The basic gross pay of an inspector is 922 crowns a month, withholdings reducing that of a single man to 712 crowns. A captain's pay is 890 crowns gross monthly. A mate's pay is 722 crowns gross monthly. A seaman's pay is 617 crowns gross monthly. Personnel in all these categories could increase their pay by working overtime except the inspectors, who are not paid overtime. The per diem allowance for service abroad, which is to be withdrawn, was 35 zlotys for crews and 40 zlotys for office workers.
7. Purchases at the Baltona Stores
- a. A Polish trading company supplies foreign sailors' needs through the Baltona firm. They can pay in their own currency. The prices in the Baltona stores are about half as high as those on the ordinary Polish market.
- b. Czechs can also buy at the Baltona stores in Eastern Germany and, in this case, they pay with money orders issued by the Oder Branch of the CSPIO.

S-E-C-R-E-T
NOFORN

25X1

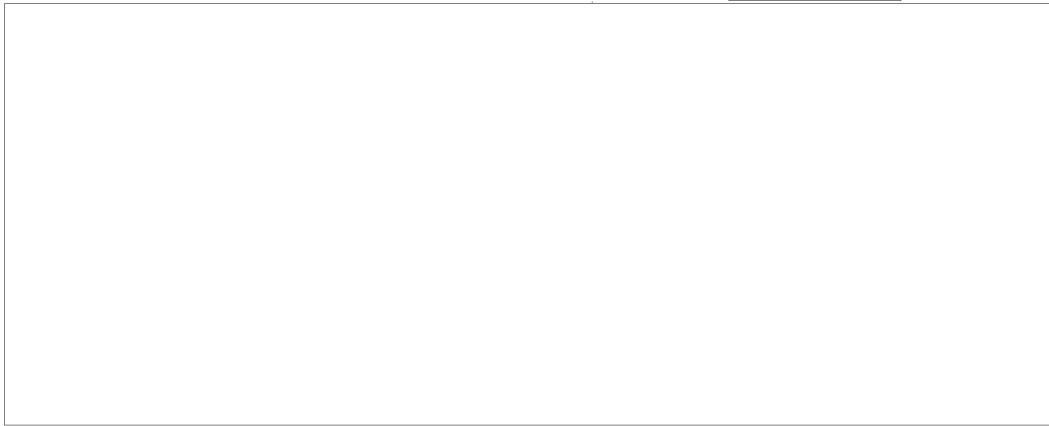
~~S-E-C-R-E-T~~


NOFORN

- 2 -

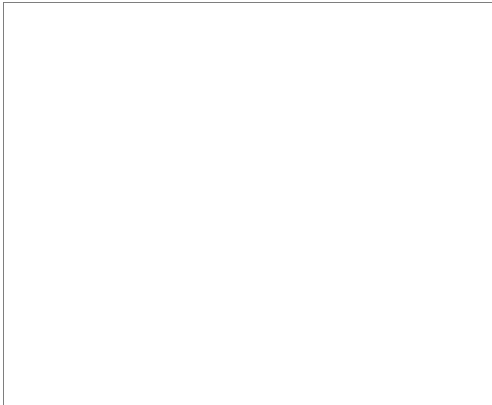
25X1

25X1



 Comment: The 1954 Prague telephone directory gives as the address of
Ceskoslovenska plavba labsko-oderska n. p.: Stare Mesto, Smetanovo nabr. 4.

25X1



25X1

~~S-E-C-R-E-T~~
NOFORN